

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	China	REPORT NO.	<input type="text"/>	25X1
SUBJECT	Port Improvement and Shipping Information, Tientsin	DATE DISTR.	30 March 1954	
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- 25X1 1. As she approached Taku Bar, ship was boarded three sea miles from the lightship by a pilot, a physician and three soldiers who were brought alongside by a tug. ship followed the tugboat on a northerly course. Two large ladder dredges, with their hoppers alongside, were moored between the lightship and a harbor, which was under construction. The pilot stated that a navigable channel would be dredged to a permanent minimum depth of between 8.5 and 9 meters between the lightship and the new harbor. The dredge hauled up fine yellowish sand, apparently deposits from the Peiping River (Hai Ho). The pilot, who spoke good English, explained that the sand banks off the coast permanently shifted, making it necessary to check the fairway continually. He stated that the fairway would be buoyed. Since no range lights or beacons had been erected, the ship could not check on the courses steered.
- 25X1 2. Medical examination was made while the ship was under way from the lightship to the new harbor. Each crew member submitted a health certificate and was superficially examined. Although the distance was only between 4 and 4.5 sea miles, the ship took 45 minutes to make the trip. The fairway was about 24 feet deep. At 10 a.m. the ship, with her starboard side, tied up to a new quay and was boarded by the broker, six soldiers and customs officers. Passport and customs formalities were quickly finished. The inspection party sealed the radio equipment, petards, blue and red lights, rockets, binoculars, sextants and cameras. Tobacco, provisions and liquors were not sealed.
- 25X1 3. 25X1
- 25X1 All requests by the crew and cargo-handling officers had to be submitted to him. After learning the names of the German crew members from the ship's articles and asking whether he would be welcome, he paid a visit on that very day.
4. While clearing formalities were performed, longshoremen in blue rigs were lined up at the ship in front of two men with fair complexions. 25X1

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the men were Soviets supervising harbor construction work. The gangway was not lowered until all clearing formalities had been completed. The workers, who were detailed to service the holds, were counted by two soldiers and a tally clerk. A gang of 16 workers and a tally clerk for each hatch stood by ashore and another tally clerk was at the shed. One checking was made at the hatch with the foreman putting aside a bamboo stick for each sling heaved. The second checking was performed on deck, with each hoist of eight bags noted on a paper. The third checking was made with each worker taking a thin stick from a basket ashore and delivering it along with the bag in the shed. When a sling with eight bags was placed on the quay, a worker picked up a 100-kg bag of potash and "double-quickened" to the shed. The men worked in ragged shorts, were relieved after eight hours, took a shower bath and, after putting on clean blue suits, had their meals in a shed. After four hours they received a hot meal of rice, fish and vegetables on shipboard. They handled 6,150 tons of potash in bags in 36 hours. Acetylene lamps were supplied to light the holds. The pier, sheds and railroad tracks were brightly illuminated.

5. The mouth of the secondary branch of the main river, which had been renamed Peiping River, was being dredged by eleven suction dredges. An area between 700 and 800 meters long and 500 meters wide was to be dredged to a depth of 9 meters. Between 250 and 270 meters along the northeast side of the harbor had been dredged and fitted with steel sheet pilings. The soundings taken by the second mate indicated the depth alongside the quay as 27 feet. Four steam-driven piledrivers and three suction dredges were extending the quay and hauled the dredged sand to the land through pipelines, which were several kilometers long and rested on high supports. Four other dredges performed similar work on the west side of the harbor. All of the dredges had electrical drives. Four other dredges worked on each side of the navigable channel outside the harbor. The sand was conveyed through buoyed pipelines over 2 to 3 kilometers long and was again pumped into the sea. Two large ladder dredges pumped mud and sand into hopper scows in the fairway. When expressed fear that the sand might silt up the harbor entrance, stated that with between 3,000,000 and 3,500,000 cubic meters to be handled and with more than 2,000,000 cubic meters to be pumped ashore, the remaining material, if evenly distributed over an area of 35 square kilometers, would lower the water depth only five or six centimeters.

6. about 2 kilometers from Tientsin, the secondary branch of the Peiping River would be dammed up to increase the velocity of the Peiping River and thus make the river deepen its bed. The deepening of the river was also contemplated by groins or training walls, and moles up to about 2 kilometers from shore were planned to protect the new harbor. Work on concrete caissons had started downstream from the pier and on the east bank of the river. These caissons, about 20 meters long, 8 meters wide and 6 meters high, were to be towed to their positions for sinking. the outer end of the jetty was not yet designed and the east jetty would possibly be curved toward the west and be extended as far as the Peiping River. dredges would still be needed, but no mud or sand would come from the secondary branch of the river and that the depth inside and in front of the harbor could be maintained.

7. Chinese shipping traffic had shifted from the Yangtze River to the Peiping River. Shanghai was considered suspect because it was founded by foreigners and was more exposed because of its location to Formosa and Hong Kong. Furthermore, China's heavy industry was centered in the north of the country and farming was better developed there than the areas reached by the Yangtze River.

8. The quay in the new harbor was between 250 and 270 meters long. The quay wall consisted of steel sheet pilings with concrete backfillings, and was about 22 meters wide on the surface. Four piledrivers, working on the extension of the quay, drove U-shaped steel pilings into solid ground so that earth piled on the water's edge could later be dredged away or carried off. Two railroad were 2.5 and 4 meters respectively from the edge of the quay. An asphalt road, about nine meters wide,

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25X1

was between the sheds. There were six new brick sheds with large sliding doors, but with no ramps or skylights. The sheds were 50 meters long and 25 meters wide. Other sheds were under construction northeast of these sheds. Two tiers of low stone buildings, recently erected and used to billet troops, were about 500 meters from the quay. Five of these low buildings, each quartering about 100 men, were completed, while three other buildings were under construction. Each of the sheds was guarded by two men armed with rifles.

9. More than 1,000 men were engaged in earth work on the construction of the railroad and quay on the east bank of the river. There were no overhead lines and [] 25X1 thought that the cables were laid underground. The suction dredges had power-cable connections, which were buoyed by cork buoys and glass floats. Groups of coolies were stationed at each cable end, ready to veer or haul in the cables when the dredges shifted berth. All railroad cars and engines appeared in good condition. Except for a few obsolete wooden 15-ton cars, they were steel cars of 20-ton capacity. A double-tracked line was planned on the western side of the harbor.

10. The vessels in the harbor included one large tugboat, about 60 meters long and powered by a 1500-hp steam engine, which was suited for icebreaking; a small tugboat, 25 meters long with about 300 hp; a small harbor launch, and several sampans for ferrying longshoremen. A Japanese steamer of about 6,000 gross tons was berthed at the quay [] She embarked Japanese repatriates.

11. Two new settlements were under construction between the new harbor and Tientsin. The smaller settlement consisted of 100 single-storied permanent buildings and was located about three-fourths of a kilometer upstream from the new harbor. The sewage system was not yet completed. Electrical cables were laid underground. No gas pipes were observed. The population of the new settlement was about 12,000. The larger town, located about 20 kilometers inland, had large paved roads. [] 25X1 [] excavation work along the road in an area about 1 kilometer long and 1 kilometer wide. [] 25X1

[] The smaller place was planned for harbor workers. The newly built road extended about 15 kilometers in the direction of the new town. [] an old road 25X1 which spanned the river just downstream from Tientsin. [] a 25X1 bridge spanning the Reiping River near the new harbor was contemplated. [] 25X1 [] water depth and season permitting, ships drawing between 20 and 26 feet could go as far as the new harbor; whereas, Tientsin could be reached only by ships with a maximum draft of 10 feet.

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